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Council Business Division
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road, Central
Hong Kong
(Attn: Ms Doris LO)
(Fax: 2978 7569)

21 June 2018

Dear Ms LO,

Reprovisioning of the Hongkong Post's Headquarters

Regarding the information requested by Members at the last meeting of the Public Works Subcommittee (PWSC) held on 13 June 2018, and by Dr. Hon. KWOK Ka-ki in his letter dated 19 June 2018, in consultation with the Commerce and Economic Development Bureau, Hongkong Post and the Architectural Services Department, the consolidated reply is as follows –

Provision of an Additional Access Connecting the Proposed Hongkong Post's Headquarters and the Central Mail Centre

2. We have conducted a preliminary assessment and found that constructing a bridge to connect the proposed Hongkong Post's Headquarters and the Central Mail Centre is technically feasible. We will work out the details for implementing the proposal.

Estimated Cost of Demolishing the General Post Office (GPO) in Central, and the estimated building life of GPO

3. According to the planned design scheme of Site 3, the GPO building would be demolished after suitable reprovisioning. As the demolition of the GPO building would be undertaken by the future developer of Site 3, no additional budget or provision for public funding would be required. As for the estimated cost of demolition, a rough estimate of the demolition cost of GPO based on a similar project provided by the Architectural Services Department is about \$35 million. The figure excludes demolition cost of substructure and foundation.

4. The building design life is normally around 50 years, while the existing GPO building has been in operation for about 42 years. For buildings over 50 years, more resources have to be put in to upkeep its standard to a certain level. The amount of resources required will be subject to the current condition and the planned use of the building, as well as whether the building is properly used and with relevant building management, inspections, maintenance and repairs, etc.

Public Engagement (PE) Programmes of Site 3

Planning concept of Site 3

5. Site 3 is one of the eight key sites under the Urban Design Study for the New Central Harbourfront (UDS) completed by the Planning Department (PlanD) in 2011. Please see the location plan at **Annex A**. The UDS-recommended design for Site 3 is the outcome of two rounds of PE exercises in 2007 and 2008 respectively (more details in paragraphs 4-11 below). Balancing the need between increasing supply of Grade A office in the Core Business District (CBD) and providing a place for public enjoyment in this prime harbourfront location, the recommended design concept entails a low-density commercial development that is considerably lower than surrounding office blocks; a continuous landscaped deck stretching across the site in a north-south direction to bring people from the CBD hinterland to the harbourfront; and a quality and green public open space occupying more than half of the site area¹. These and other urban

¹ The future developer is required to provide no less than 25 000m² public open space (or about 53% of the total site area of 47 500 m²), of which 12 000m² will be at grade.

design requirements have been written into the planning brief endorsed by the Town Planning Board (TPB) in December 2016, which the future developer is required to deliver and comply with in taking forward the Site 3 development. At **Annex B** is a photomontage of the recommended design concept extracted from the 2011 UDS Information Digest.

6. Site 3 is a challenging site. It stretches across two major roads (Yiu Sing Street and Lung Wo Road) and is subject to development constraints including the stringent building height (BH) requirements², underground utilities and infrastructure, etc. The existing GPO building is at the south-western corner of Site 3. Please see **Annex A** for the location of the GPO building. In view of the BH restriction and the requirement of stepping building height towards the harbourfront, the GPO building is occupying a location of Site 3 that enjoys the highest permissible building height. Retaining the GPO building will not only render the UDS-recommended design not realisable, it will also prevent the development potential of that particular area, both above- and under-ground, from being optimised. This would in turn affect the potential of achieving the maximum commercial gross floor area (GFA) of 150 000m² of Site 3, which already represents a significant reduction from the 190 000m² commercial GFA permitted in the Central District (Extension) (HPA 24) Outline Zoning Plan (also see paragraph 9 below).

PE Exercise

Stage 1 PE in 2007

7. Commissioned by PlanD at TPB's request, the UDS aimed to refine the urban design framework of the new Central Harbourfront (NCH). Stage 1 PE was conducted between May and September 2007 to invite public views on the urban design objectives and issues, sustainable design assessment frameworks and urban design considerations for the NCH. A series of PE activities were arranged, including –

- (a) distribution of pamphlets and view collection forms at various locations;
- (b) invitation of written submissions;
- (c) exhibition at New Central Star Ferry Pier;

² Site 3 is subject to two different BH requirements, 50mPD for the western portion of the site and 16mPD for the eastern portion.

- (d) launching of dedicated website;
- (e) organisation of Focus Group Workshop (FGW) for members of the relevant professional groups and academic institutions;
- (f) Community Engagement Forum (CEF) for the general public, relevant stakeholders and concern groups, and representatives of professional groups and relevant public and advisory bodies; and
- (g) holding of various briefings and consultation sessions for different public and advisory bodies (including the Legislative Council (LegCo) Panel on Home Affairs's then Sub-committee on Heritage Conservation, then LegCo Panel on Planning, Lands and Works' Sub-committee to Review the Planning for the Central Waterfront (including the Tamar Site), TPB, former Harbour-front Enhancement Committee's (HEC) Sub-committee on Harbour Plan Review, relevant District Councils, then-Land and Building Advisory Committee's Planning Sub-committee) and interested organisations (i.e. Hong Kong Institute of Planners and Hong Kong Institute of Real Estate Administration).

8. The report of Stage 1 PE can be found at PlanD's website³. Sample of the view collection form is at **Annex C**.

Stage 2 PE in 2008

9. Stage 2 PE was conducted between April and July 2008. Having considered the public views collected in Stage 1, the urban design framework for the NCH was refined. Specifically, the proposed commercial GFA for Site 3 had been reduced from 190 000m² to about 150 000m². Two options of the landscaped deck (a reduced landscaped deck option versus a larger landscaped deck option referred to as Options A and B in the Consultation Digest of Stage 2 PE. Please see extract at **Annex D**) were put forward for public comments.

10. As shown in the conceptual plans in **Annex D**, the proposed development covers the entire Site 3, and can only be proceeded after demolishing the existing structures including the GPO building. This design concept was also clearly shown to the public through a physical model at the public exhibitions of the Stage 2 PE (see paragraph 11(a)

³ https://www.pland.gov.hk/pland_en/p_study/comp_s/UDS/eng_v1/pem_eng.htm

below) to allow members of the public to provide comments on it. Individual members of the public had indeed offered views on whether the GPO building should be maintained during the PE. In fact, one of the urban design emphases in Stage 2 PE was to respect cultural heritage. To this end, the concerned PE consultation digest had listed out a series of cultural heritage sites in Central, and the GPO building was not amongst such sites.

11. Stage 2 PE involved a wide range of activities and public views were collected through various channels, including –

- (a) 2 public exhibitions (with 13 700 visitors);
- (b) 7 roving exhibitions (with 11 340 visitors);
- (c) FGW (attended by 49 participants from relevant professional groups and academic institutions) and CEF (attended by 142 members of the general public) organised by CityU Professional Services Ltd;
- (d) guided tours for 7 schools and 2 interested organisations; and
- (e) briefings for 18 District Councils, relevant public and advisory bodies, interested professional groups and organisations, including the LegCo Home Affairs Panel and Development Panel.

12. The Public Policy Research Institute of the Hong Kong Polytechnic University (PPRI) was commissioned to analyse public opinions received through the following different sources –

- (a) 1 872 comment cards;
- (b) 365 valid face-to-face interviews public exhibition venues;
- (c) 2 471 successful telephone interviews; and
- (d) 64 written submissions.

13. The comment card was prepared by the consultancy team from PPRI, in consultation with the former HEC's Task Group on Urban Design Study for the New Central Harbourfront (TGUDS). Questions for the interviews and the comment collection sheet used for FGW and CEF were modelled on the comment card.

14. The final report of Stage 2 PE is available at PlanD's website⁴. Samples of the comment card and comments collection sheet relevant to Site 3, which were annexed to the final report, are extracted at **Annex E**.

Further Engagement after 2008

15. In December 2008, the Administration briefed TGUDS on the findings of the Stage 2 PE. TGUDS held a public forum in February 2009 to hear public views and the forum was attended by 140 participants, including representatives of the former HEC, TGUDS, TPB, District Councils, academic institutions, concerned groups and organisations, as well as some individuals.

16. The Administration issued a LegCo Brief in November 2009 on the findings of the Stage 2 PE exercise and the revised design concepts for the key sites. The LegCo Development Panel's then Subcommittee on Harbourfront Planning, relevant District Councils, the former HEC and TPB were briefed in 2009 and 2010.

Relevant findings of the PE exercise

17. According to the final report on public opinion collection exercise for the Stage 2 PE issued by PPRI in December 2009, the two design options for Site 3 were generally supported, and there was more support for a larger landscaped deck than the reduced option. PlanD published the final UDS report in March 2011.

Conserving Central

18. The 2009-10 Policy Address announced the "Conserving Central" initiative, under which there are eight projects, namely the Central Police Station Compound, Former Police Married Quarters on Hollywood Road, Hong Kong Sheng Kung Hui Compound in Central, Former French Mission Building, Central Market, Former Central Government Offices, Murray Building, and Site 1 and Site 2 of the NCH. The idea of "Conserving Central" is premised on our respect for the history of the district, so as to strike a balance between protecting the environment, providing quality space, and relieving the shortage of office space in the

⁴ https://www.pland.gov.hk/pland_en/p_study/comp_s/UDS/eng_v1/stage2_poce_fr_eng.htm

city centre. We have no plan to add or reduce projects under the "Conserving Central" initiative.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Rosalind", with a stylized flourish at the end.

(Rosalind Cheung)
for Secretary for Development



1



Proposed Development at Site 3 三號用地建議發展項目

Urban Design Study for the New Central Harbourfront Stage 1 Public Engagement - View Collection Form

Part I: Urban Design Objectives, Issues, Sustainability Principles and Criteria

Please provide your views on the following

(√)

A. Urban Design Objectives for the New Central Harbourfront

	Very Important	Important	Less Important	Not Important	No Comment
a) To project a distinctive and high quality image for the Central Business District (CBD) and the new harbourfront	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) To create an attractive harbourfront with quality public and private developments in a luxuriant landscape setting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) To create a vibrant harbourfront with a mix of uses and diverse activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) To create a harmonious visual and physical relationship with the ridgeline, harbour setting and the CBD	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) To respect the cultural and historical context of Central	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) To improve public accessibility to the harbourfront	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) To create a sustainable design that contributes to economic vitality, commensurates with traffic, environmental and infrastructural capacity, and preserves local character and heritage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other suggestions on urban design objectives:

B. Urban Design Issues for the New Central Harbourfront

a) To extend the vitality of the city core	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Appropriate built-forms, heights, massing and layout design to respond to the natural context and to integrate with the surrounding areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Harbourfront enhancements, nodal attractions and anchoring public spaces to achieve vibrancy and sense of place	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Conservation of the cultural heritage of Central	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) A sustainable transport system and comprehensive pedestrian linkages to enhance connectivity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Environmental friendly building design, landscape strategy and greening	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Harmonizing the design of utility buildings and infrastructure with the waterfront setting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other suggestions on urban design issues:

C. What are the important urban design considerations for the key sites in the Study?

- a) Site1:
Comprehensive Development Area at Central Piers No.4-6 ('CDA') _____
- b) Site2:
Commercial site adjacent to IFCII ('C') _____
- c) Site3:
CDA with landscape pedestrian deck and commercial facilities ('CDA') _____
- d) Site4:
Waterfront Related Commercial and Leisure Uses site ('OU') _____
- e) Site5:
Site to the north of CITIC Tower ('G/IC') _____
- f) Site6:
Waterfront Related Commercial and Leisure Uses site ('OU') _____
- g) Site7:
Promenade along waterfront of CRIII ('O') _____
- h) Site8:
Waterfront Related Commercial and Leisure Uses site ('OU') _____

Other suggestions on design considerations:

D. Sustainability Principles

- a) Diverse Uses and Activities
- b) Responding to the Natural Context and Existing Urban Fabric
- c) Promoting Harbourfront Enhancement
- d) Respecting Cultural Heritage
- e) Improving Accessibility and Connectivity
- f) Promoting Environmental Friendly Building Design and Greening

Very Important	Important	Less Important	Not Important	No Comment
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other suggestions on sustainability principles:

E. Sustainability Criteria

a) Social Aspects

- 1. Enhancing cultural vibrancy and leisure opportunities
- 2. Diversity of activities serving different sectors of the community
- 3. Conserving natural heritage of the city
- 4. Improving accessibility
- 5. Enhancing legibility of the urban fabric
- 6. Public enjoyment and appreciation of the Harbour
- 7. Conserving cultural heritage of the harbourfront
- 8. Ease of movement between hinterland and harbourfront
- 9. Provision of different modes of access and choices
- 10. Better urban environment in which to live, work and enjoy

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

b) Environmental Aspects

- 1. Compatible land uses and marine facilities
- 2. Harmonizing utility buildings and infrastructure with harbourfront setting
- 3. Harmonizing developments with natural setting
- 4. Maintaining breezeways, view corridors and air ventilation corridors
- 5. High quality environment for Hong Kong people, CBD workers and tourists
- 6. Enhancing the setting for sites of cultural heritage value and interest
- 7. Improving connectivity to public transport to reduce vehicular traffic
- 8. Better pedestrian environment
- 9. Minimizing environmental pollution
- 10. Improving urban climate, visual amenity and compatibility with natural setting
- 11. Enhancing openness and greenery

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

c) Economic Aspects

- 1. Creating business and job opportunities
- 2. Meeting economic needs
- 3. Improving image and identity of CBD
- 4. Maintaining attraction of spectacular skyline and harbour views
- 5. Opportunities for small scale waterfront related business uses
- 6. Enhancing image and functions of Victoria Harbour
- 7. Enhancing identity of the city
- 8. Business opportunities related to arts, culture and local heritage
- 9. Enhancing functioning of CBD by improved connectivity and ease of access
- 10. Quality urban environment for the business and financial district

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other suggestions on sustainability criteria:

Part II- Alternative Concepts for Reconstructing Old Star Ferry Clock Tower and Reassembling Queen's Pier

A. With reference to the proposed alternative concepts, please indicate whether they perform well against the following considerations by using a tick (✓).

Considerations	A1*	A2*	B1*	B2*
Spatial Context				
Historical Context				
Identity				
Functionality				
Accessibility				
Visual Prominence				
Flexibility for Planning				

*Notes

Alternative Concepts:

A1-Reassembling of Queen's Pier at the original location and with Clock Tower close-by.

A2-Reassembling of Queen's Pier close to original location and with Clock Tower close-by.

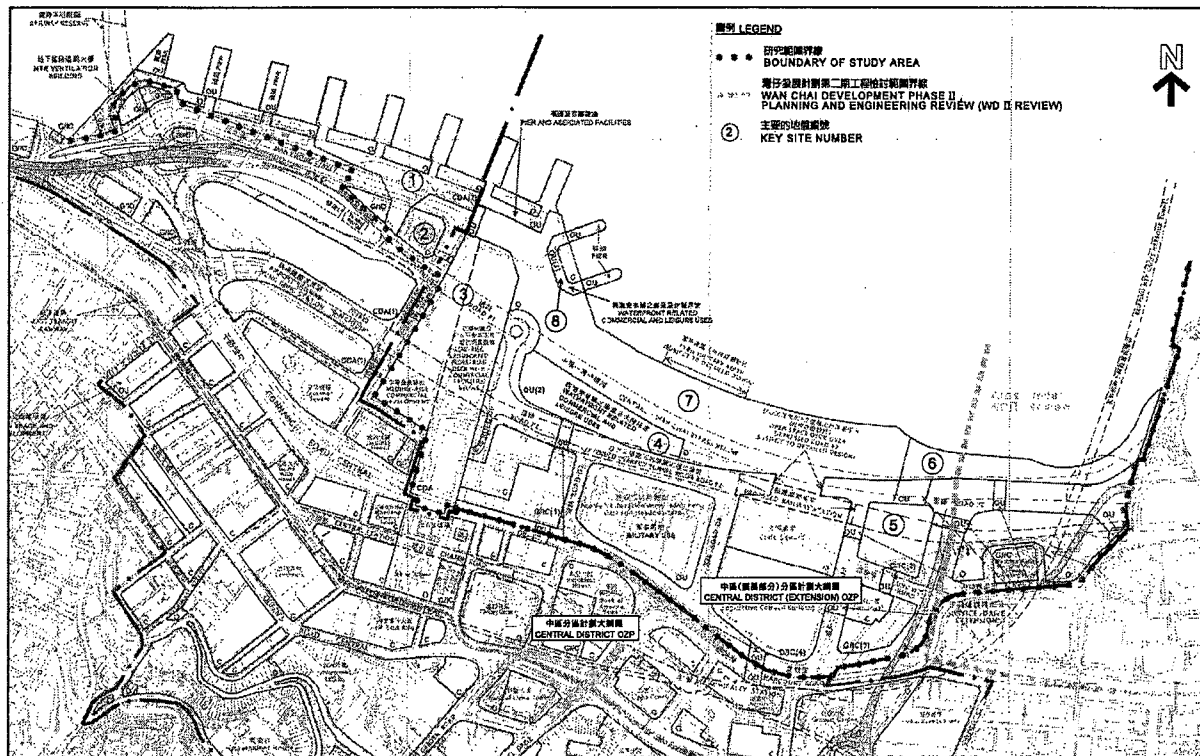
B1-City Hall, Clock Tower and Queen's Pier stand on an axis with clear visual connection.

B2-Queen's Pier placed between Pier 9 and 10 and Clock Tower formed a visual link between the Harbour and the City.

B. Please provide your views on the following

	(✓)	Very Important	Important	Less Important	Not Important	No Comment
1. The reassembled Queen's Pier should be at the original location.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. The reassembled Queen's Pier should be close to City Hall.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. The reassembled Queen's Pier should be close to the Harbour.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. The pier function should be resumed for the reassembled Queen's Pier.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. The reconstructed Clock Tower should be at the original location.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. The reconstructed Clock Tower should be integrated into the new harbourfront.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. The reconstructed Clock Tower should relate to City Hall and the reassembled Queen's Pier.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. The retained clock faces, chimes and mechanical parts of the Old Clock Tower should be reassembled in the new Clock Tower.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. A gallery should be built adjacent to Clock Tower to exhibit salvaged items of old Star Ferry Pier.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Other comments on the locations of Queen's Pier and Clock Tower:		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Any Other Comments:



Study Area

Name English: Chinese:	Institution/Firm	Telephone No/ E-mail
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Disclaimer:

A person or an organization providing any comments and views to the Urban Design Study for the New Central Harbourfront shall be deemed to have given consent to the Planning Department to use or publish (including posting onto an appropriate website) the whole or any part of the comments and views (with the exception of personal data) at its full discretion without the need to seek any agreement from that person or organization. Otherwise, please state so when providing the comments and views.

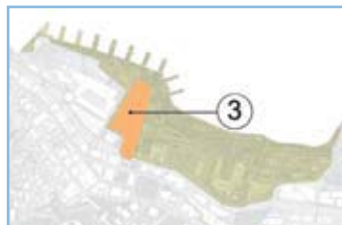
Please return the completed form by 30 June 2007 to:

- **By post: Special Duties Section, Planning Department, 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong**
- **By fax: 25773075**
- **By email: sdpd@pland.gov.hk**

B. Statue Square Corridor (Site 3)

Meeting Public Aspirations:

- To reduce building footprint, building bulk and development intensity
- To enhance visual connectivity and accessibility to the harbour
- To enhance vibrancy through diverse activities and a mix of uses



Location Plan

Key Design Features:

- A ferry plaza to signify the gateway to the Central harbourfront
- Development intensity reduced and building massing broken up into interconnected smaller blocks
- A green minibus terminus and a coach and taxi drop-off on the ground level, public car parking spaces for reprovisioning Star Ferry Carpark, ancillary car park and retail facilities at basements and planned underground pedestrian connection to the MTR Central Station
- To the west, 4 to 6 office/retail blocks of 8 to 10 storeys featuring cascading design, setbacks, voids, sunken plazas, roof gardens, etc.
- To the east, a low-rise landscaped deck and at-grade landscaped pedestrian areas with two alternative concepts:

Concept A: Reduced Landscaped Deck

- A series of public open space at ground level
- Extension of Statue Square to the waterfront
- Pedestrian movement through at-grade pedestrian crossings, elevated walkways and subway
- Visual corridor from Des Voeux Road Central to the waterfront
- Building interaction at street level

Concept B: Larger Landscaped Deck

- Public open space primarily on landscaped deck
- Continuous open space extended from Statue Square to the waterfront
- Unimpeded pedestrian movement to the waterfront separated from vehicular traffic
- Visual corridor maintained from the landscaped deck
- Building interaction at both street and deck levels



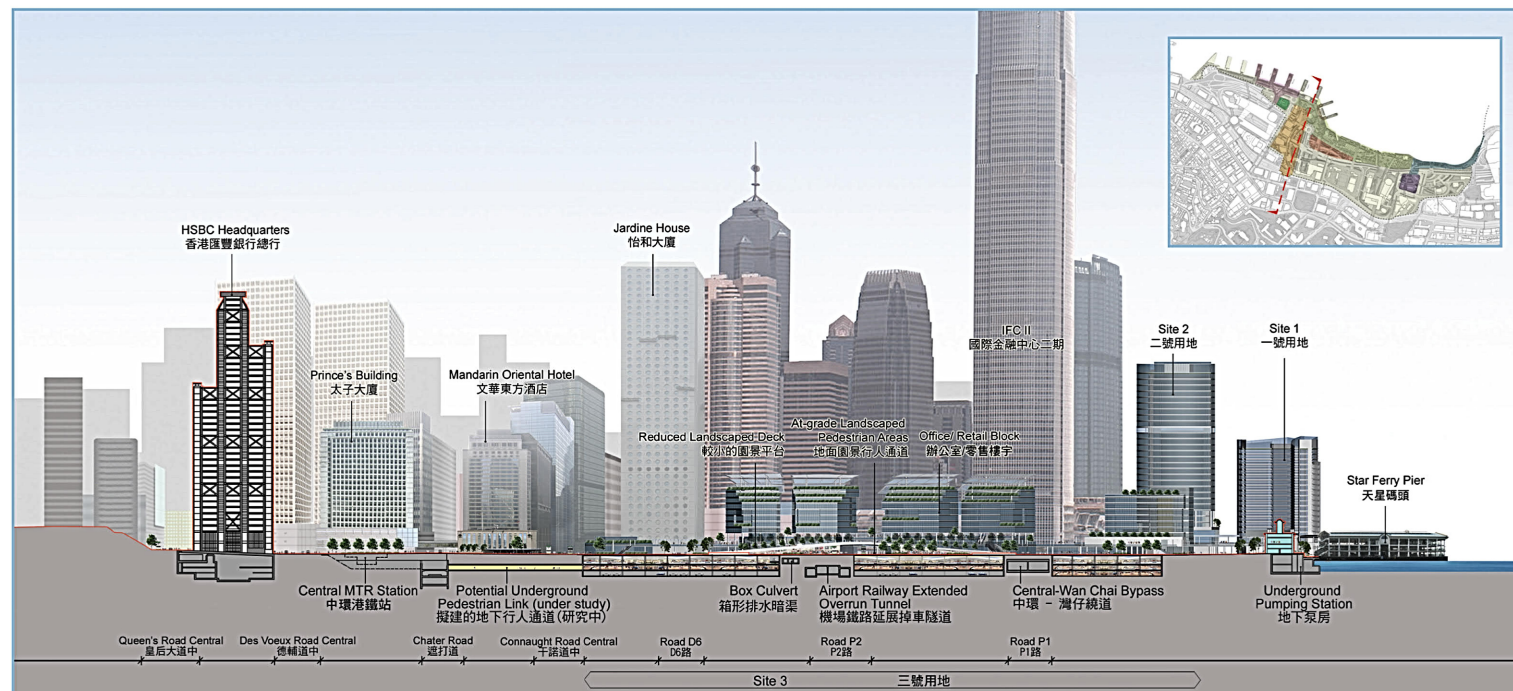
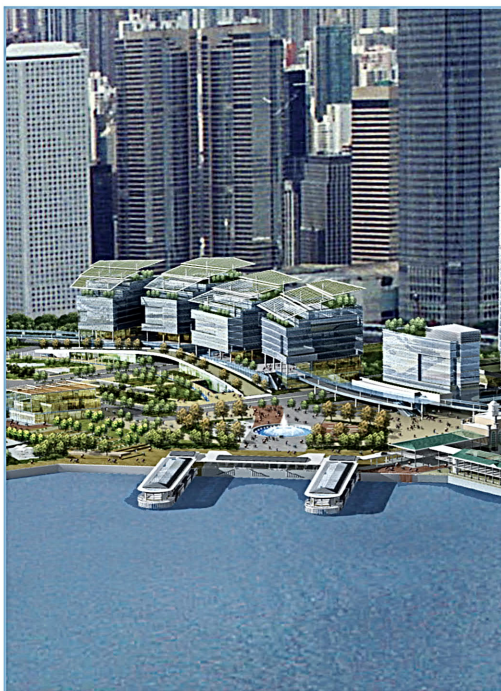
Aerial View of Concept A



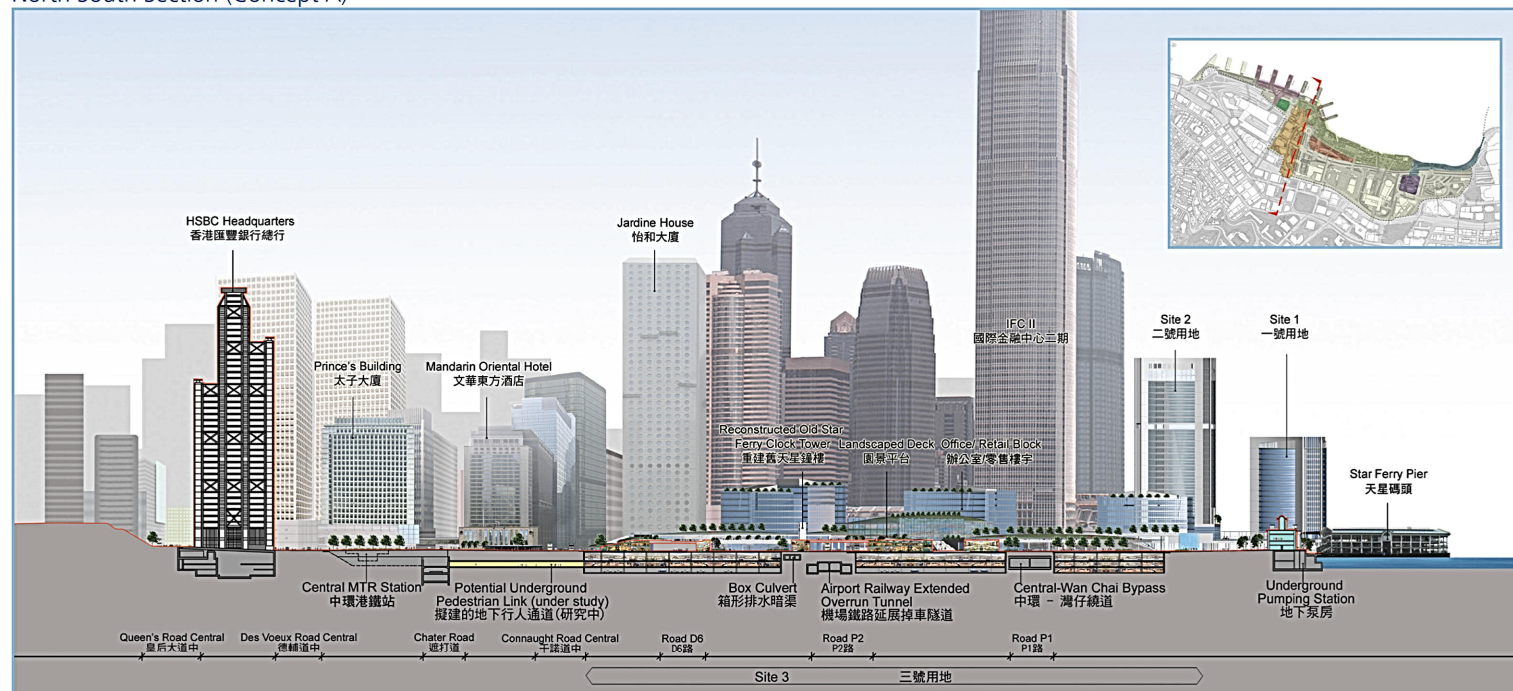
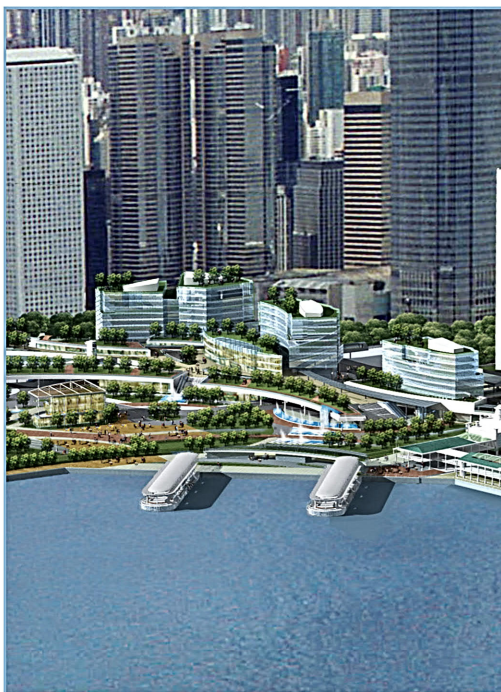
Aerial View of Concept B

What do you think of the proposed building massing along the Statue Square Corridor?

Which design do you prefer, Reduced Landscaped Deck or Larger Landscaped Deck? Or other suggestions?



North South Section (Concept A)



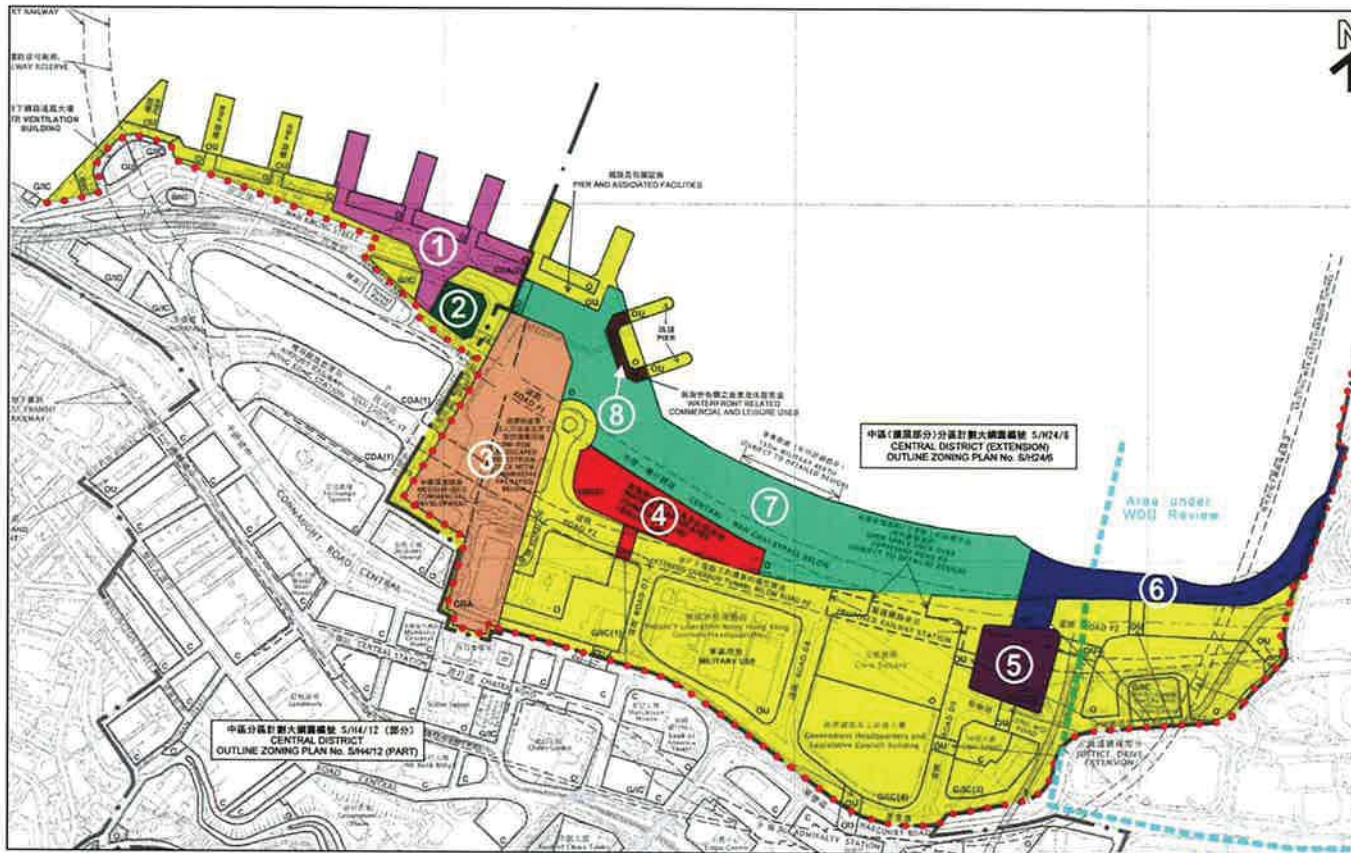
North South Section (Concept B)

Sample of Comment Card
(English Version)
(Extract)

Urban Design Study for the New Central Harbourfront - Stage 2 Public Engagement Public Opinion Collection Exercise Comment Card

Based on the public views collected in the Stage 1 Public Engagement launched last year, a refined urban design framework and different design concepts for the key sites have been prepared to achieve an overall vision of creating a “vibrant, green and accessible New Central Harbourfront”. You can “mix and match” the alternative design concepts. Other ideas are also welcome. We would like to know your views. Please fill in your comments and suggestions.

Location Plan of the Study Area and Key Sites



Key Sites :

- ① Comprehensive Development Area (CDA)
Site adjoining Central Piers No. 4 to 6
- ② Commercial Site north of IFCII
- ③ CDA Site north of Statue Square
- ④ Waterfront Related Commercial and Leisure Use Site north of City Hall
- ⑤ Government, Institution or Community Site north of CITIC Tower
- ⑥ Waterfront Related Commercial and Leisure Use Sites near HKCEC Extension
- ⑦ Waterfront Promenade
- ⑧ Waterfront Related Commercial and Leisure Use Site near Central Piers No. 9 and 10

Site 3: CDA Site north of Statue Square

Concept A (Reduced Landscaped Deck)



- Reduced landscaped deck
 - A series of open space at ground level
 - Extension of Statue Square to the waterfront
 - Pedestrian movement through at-grade pedestrian crossings, elevated walkways and subway
 - Visual corridor from Des Voeux Road Central to the waterfront
 - Building interaction at street level
- ★ Landscaped Deck (1 to 2 storeys) ★ At-grade Open Space

Common features:

- Reduced development intensity with 4 to 6 interconnected blocks and cascading design for 8 to 10 storeys office/retail facilities in the west
- Mini-bus, coach and taxi drop-off facilities on ground level

Concept B (Larger Landscaped Deck)



- Larger landscaped deck
 - Public open space primarily on landscaped deck
 - Continuous open space extended from Statue Square to the waterfront
 - Unimpeded pedestrian movement to the waterfront separated from vehicular traffic
 - Visual corridor maintained from the landscaped deck
 - Building interaction at both street and deck levels

- Retail, public car park, and ancillary car park in the basements
- Smaller building footprints and building bulk
- Enhance visual connectivity

(4) ☐ Like both Concepts A & B ☐ Like Concept A ☐ Like Concept B ☐ No Preference ☐ Dislike both Concepts A & B

(4a) Any other comments? Any other suggestions?

☐ No Comments

**Sample of Comments Collection Sheet
(For FGW and CEF)**

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公眾參與論壇 (二零零八年五月二十四日)

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COMMENTS COLLECTION SHEETS

意見收集表

Design Concepts for the Key Sites

主要用地的設計概念

Please tick (✓) the appropriate box to indicate the group's views on the following design concepts for the key sites.

請在適當的空格內填上 (✓) 號，以顯示組員對以下主要用地的設計概念的意見。

	Like Both Concepts A & B 兩個概念皆喜歡	Like Concept A 喜歡概念A	Like Concept B 喜歡概念B	No Preference 沒有優先 選擇	Dislike both Concepts A & B 兩個概念皆不喜歡	Other Comments/Suggestions 其他意見/建議
(a) Sites 1 and 2: Comprehensive Development Area (CDA) Site adjoining Central Piers No. 4 and 6 and Commercial Site north of IFC II 一號及二號用地：毗連中環四至六號碼頭的綜合發展區 用地及國際金融中心二期以北的商業用地						
(b) Site 3: CDA site north of Statue Square 三號用地：皇后像廣場以北的綜合發展區用地						
(c) Site 4: Site north of City Hall 四號用地：大會堂以北的用地						
(d) Site 7: Waterfront Promenade 七號用地：海濱長廊						
(e) Re-assembling Queen's Pier and Site 8 重組皇后碼頭及八號用地						
(f) Reconstructing Old Star Ferry Clock Tower 重建舊天星碼頭鐘樓						



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Please tick (✓) the appropriate box to indicate the group's views on the following design concepts for the key sites.

請在適當的空格內填上 (✓) 號，以顯示組員對以下主要用地的設計概念的意見。

	Like the Concept 喜歡此概念	Dislike the Concept 不喜歡此概念	Other Comments/Suggestions 其他意見/建議
(g) Site 5: Site north of CITIC Tower 五號用地：中信大廈以北的用地			
(h) Site 6: Site near HKCEC Extension 香港會議展覽中心新翼附近的用地			

The Refined Urban Design Framework

優化城市設計大綱

Please tick (✓) the appropriate box to indicate the group's level of agreement/disagreement to the following aspects of the overall urban design for the New Central Harbourfront.

請在適當的空格內填上 (✓) 號，以顯示組員對以下中環新海濱的整體城市設計的贊成程度：

	Strongly Agree 十分同意	Agree 同意	Neutral 中立	Disagree 不同意	Strongly Disagree 十分不同意	Other Comments/Suggestions 其他意見/建議
1. Do you agree to the design vision of "creating a vibrant, green and accessible New Central Harbourfront"? 你是否同意締造一個「朝氣蓬勃、綠化和暢達的中環新海濱」的設計理想？						
2. Do you agree to adopt a sustainable and balanced approach in designing the New Central Harbourfront (i.e. a mix of commercial, leisure, recreational, open space, cultural uses, etc to enhance the uniqueness of Central as Hong Kong's Central Business District, to provide diversified uses, and to enrich the waterfront as a place for leisure by locals and tourists)? 你是否同意採納一個可持續發展及平衡的方式去設計中環新海濱(即包括商業、休閒、文娛、休憩用地、及文化等用途，以提升中環作為香港的商業中心區的獨特地位、提供多樣化用途，以及強化海濱作為本地居民及遊客的休閒勝地)？						



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New Central Harbourfront
新中環海濱

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The Refined Urban Design Framework

優化城市設計大綱

Please tick (✓) the appropriate box to indicate the group's level of agreement/disagreement to the following aspects of the overall urban design for the New Central Harbourfront.

請在適當的空格內填上 (✓) 號，以顯示組員對以下中環新海濱的整體城市設計的贊成程度：

	Strongly Agree 十分同意	Agree 同意	Neutral 中立	Disagree 不同意	Strongly Disagree 十分不同意	Other Comments/Suggestions 其他意見/建議
3. Do you agree that the present urban design has satisfied the following sustainable design principles: 你是否贊成目前的城市設計已能滿足以下的可持續發展設計原則						
(a) diverse uses and activities (e.g. a mix of commercial, leisure, recreational, open space and cultural uses) 多樣化的用途及活動 (例如商業、休閒、文娛、休憩用地及文化用途)						
(b) respecting natural setting (e.g. lower development intensity, reduced building massing, view corridors to protect ridgeline, harbour view and waterfront setting) 融合自然環境 (例如減低發展密度、減低建築物體積、設置景觀廊以保護山脊線、海港景觀及海濱布局)						
(c) respecting existing urban fabric (e.g. urban environment, visual integration with the CBD and surrounding developments) 融合周邊現有發展 (例如都市環境、以及與商業中心區和周圍發展產生融和的視覺連繫)						
(d) promoting harbourfront enhancement (e.g. waterfront promenade and public open space) 提升海濱的環境質素 (例如海濱長廊和公共休憩用地)						

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	Strongly Agree 十分同意	Agree 同意	Neutral 中立	Disagree 不同意	Strongly Disagree 十分不同意	Other Comments/Suggestions 其他意見/建議
(e) respecting cultural heritage 尊重文化歷史脈絡						
(f) ease of pedestrian access to harbourfront 方便行人通往海旁						
(g) promoting greening and environmentally friendly building design (e.g. green roofs and good air ventilation). 鼓勵綠化及環保建築設計 (例如綠化屋頂和空氣流通)						
4. Do you agree that the present overall design has met the public aspirations for a vibrant, green and accessible New Central Harbourfront? 你是否贊成目前整體的城市設計已能滿足公眾期望一個朝氣蓬勃、綠化和通達的中環新海濱?						

Any other comments and suggestions?

其他意見及建議?